

PLANS AND PROGRESS

DEPARTMENT OF CITY PLANNING

REPORT ENGLEWOOD PROGRESS

progress report on planning for Englewood—one of the communities for which the department is now preparing a plan. The plan was presented by Commissioner John Bach at a meeting of the South-Central Planning Association in November. Staff work on the plan is nearing completion. It will soon be presented to the Community Conservation Board for official action.

Mayor Richard J. Daley has directed the department to prepare a plan for the Englewood Conservation Area, to state current projects and proposals in the best interest of the total community.

Englewood covers about five square blocks, bounded by Garfield Boulevard to the north; State Street and the New Central and Rock Island railroads to the east; 75th Street on the south;

and Ashland on the west. Its population is about 140,000, and it contains 39,650 housing units.

Among the community's major problems are inadequate parks and schools, inefficient arrangement of commercial and industrial areas, heavy traffic routes which cut through residential areas, and serious housing deficiencies in some sections.

The area offers several important assets. Many residential sections have been well-maintained. The community is served by a rapid transit line, and soon will be served by the South Expressway. It contains several important institutions, including St. Bernard's Hospital, which recently announced an expansion program. The 63rd-Halsted shopping center is the city's largest outlying commercial district.

Three urban renewal projects have been scheduled for Englewood—the 69th-Stewart redevelopment project and the Englewood and Central Englewood renewal areas.

Bach outlined preliminary recommendations for the community. The area would be delineated into 17 residential neighborhoods, each served by a playground and school. Wherever possible, high-speed traffic would be channeled around, not through, neighborhoods.

Englewood's population would remain about the same as today—140,000—with medium-range residential densities throughout the community.

Housing standards would be raised by three types of treatment. Some sections require repair and maintenance, others rehabilitation and improvement, and a few areas are in need of redevelopment.

Bach stated that there is a need for eight new elementary schools, more high school classrooms and 60 additional acres of playground space in the community.

The Central Englewood renewal project will seek to maintain and to improve the economic vitality of the 63rd-Halsted shopping center.

"Remaining business development lies mainly in strips along major streets," Bach said. "These functions should be consolidated into more compact areas, on the peripheries of neighborhoods."

Another preliminary proposal was to provide land for industrial plants of small or moderate size.

Traffic changes would include widening preferential streets, to help restrict heavy traffic to major thoroughfares.

"There is a need for early redevelopment of the east central section, along 63rd Street between Union and the South Expressway," he said. This area would include a community park next to Englewood High School, expansion space for St. Bernard's Hospital and new housing.

ENGLEWOOD COMMUNITY AREA

EXISTING AND PROPOSED TRANSPORTATION (PRELIMINARY)



SOURCE: GENERAL PLAN DIVISION
BUREAU OF STREET TRAFFIC

HOUSING ACT PROVIDES FOR NEW TYPE OF OWNERSHIP

By Bernard Gordon, Coordination Division, and Michael M. Bernard, Zoning and Project Review Division.

The 1961 amendments to the Federal Housing Act making FHA insurance available to condominium housing may encourage construction of more units for low and middle income families in central cities.

A condominium is a multi-family structure in which each occupant owns, in addition to his dwelling unit, an undivided interest in the common areas and facilities serving the structure.

Section 234 of the Housing Act authorizes the Federal Housing Administration to insure mortgages covering both the dwelling unit and the interest in common areas.

Included in the commonly held property are the land, foundations, main walls, halls, lobby, stairs, elevators and utility services. The proportion of this estate is set when the condominium is established, determining each apartment owner's share in the profits, losses and expenses of the building.

FHA has issued its first commitment under the condominium program, for a 98-unit development on 13 acres of an urban renewal area in Richmond, Virginia.

A conventionally financed project is under way near San Francisco. Condominiums have also been built in New York City, Washington, D.C., and Stamford and New Haven, Connecticut.

Condominium housing has been constructed in Puerto Rico since 1955. In 1961 the Hawaii state legislature a-

dopted an act permitting condominium ownership. FHA has indicated that similar enabling legislation will be necessary in other states before Section 234 provisions can be fully used.

This type of ownership has long been common in South America and Europe.

The condominium is similar to a cooperative with the following major differences: In a condominium, the individual dwelling unit is owned in fee by the occupant, can be encumbered separately by a mortgage, can be conveyed separately, and is assessed separately for taxation.

For mortgage charges and real estate taxes, the owner is responsible only for his apartment and not for the other units. Mortgage or tax lien foreclosure actions against an individual unit would not affect the interest in the other units.

The share of each owner in the common elements is of a permanent nature and may not be changed. The common elements may not be mortgaged without the unanimous consent of all apartment owners.

Similarly, the common elements always remain undivided and cannot be the object of a partition action. The administration of the building is required to keep detailed accounting records which are available for inspection by the apartment owners.

Each owner must contribute his proportionate share toward the administration, maintenance and repair of the

STAFF HONORS, ACTIVITIES

Alfred Caldwell, general plan division, delivered a lecture on Louis Sullivan at the formal opening of the Sullivan Room in the 30 North LaSalle Building.

The Sullivan Room will be used for the display of the architect's sketches and ornaments. The room has been made available by the manager of the building, which was designed by Sullivan.

Sponsor of the meeting was the Chicago Chapter of the Society of Architectural Historians. James Anderson, also of the general plan division, is chapter president.

common facilities. He cannot exempt himself by waiver of the use or enjoyment of these facilities.

If an occupant sells his apartment to another party, both the purchaser and the seller are jointly liable for any contribution unpaid at the time of sale. This does not prejudice the purchaser's right to recoup from the seller.

Upon approval by a majority, all apartment owners may insure the entire building without affecting the right of each owner to insure his own unit.

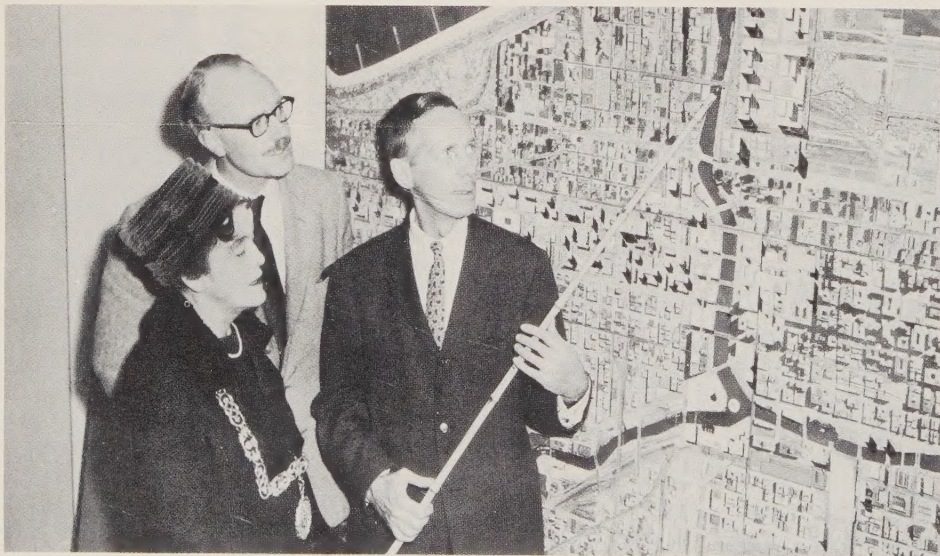
The condominium system may be significantly more economical in developing low and middle income housing units. Land construction and maintenance costs per unit would be much lower than in other multi-family units.

Advantages of the condominium over apartment rental are an equity value and the income tax deductibility of real property taxes and mortgage interest payments. There is more financial flexibility than in a cooperative because each condominium owner can determine his own mortgage and insurance requirements.

The supply of vacant residential land in many large cities is rapidly dwindling. With the condominium system, a greater number of additional home-owners could be accommodated adequately than with single-family construction.

Now, FHA mortgage insurance will be expected to encourage development of this type of housing in central cities.

Several unique legal considerations will arise as states establish a necessary legal framework for condominiums. It will be necessary to give attention to problems of conveyance, separate recording of deeds, mortgages to individual apartments, separate tax assessment of housing units.



Commissioner Ira J. Bach describes Development Plan for the Central Area of Chicago to Mrs. Jean Roberts, Lord Provost (Mayor) of Glasgow, Scotland, and R. Grieve, chief technical planner for the Department of Health in Scotland. Mrs. Roberts headed a team of twelve Scottish planners and other officials who visited Chicago in November to study traffic and transportation. After Mayor Richard J. Daley greeted the visitors, the department conducted them on a tour of the inner city. TRIBUNE PHOTO

City Coordinates Planning for Rail Air Rights Development

Chicago has taken important steps toward assuring careful planning in the development of railroad air rights on lakefront.

Two private developers recently announced proposals for the area east of Michigan Avenue and south of the Chicago River. The department staff is now reviewing these proposals and working toward a coordinated plan for this section.

Mayor Richard J. Daley clearly stated the city's policy on this matter in his November 15 budget address.

"Just as we provide standards and regulations for projects throughout the city, we must make certain that projects in this area conform to the highest standards of good planning, freedom of traffic, density requirements and beauty," he said.

The future of this area—essentially extension of downtown Chicago—is of great importance to the city. It contains 48 buildable acres, bounded by Michigan, Wacker Drive extended, Lake Michigan and Randolph.

Development of this strategic location will have a substantial impact on the city's appearance, functions and economy.

The 1958 Development Plan for the Central Area of Chicago proposed residential buildings in this section, going onto a plaza elevated over the Illinois Central tracks.

At the Chicago Plan Commission's October meeting, Chairman John L. McFrey requested the department to review the two recent air rights proposals for their conformity to the Central Area Plan and to lakefront development policies.

The Jupiter Oil Corporation has announced plans for the section east of Lake Shore Drive, as the Lakefront Plaza development. A Federal Housing Administration commitment has been obtained for the first structure, a high-rise 940-unit apartment building at the northeast corner of Randolph Street and Lake Shore Drive.

Plans for later development call for a hotel and a high-rise office building.

The second developer, Illinois Central Corporation, plans two high-rise apartment buildings for early construction between Michigan Avenue and the latter properties.

Later construction would include a hotel, high-rise office building and additional apartment buildings.

A Planning Committee has been established to help integrate plans for the area, and to determine standards of zoning, land use, traffic control, community facilities and esthetics. Mem-

bers include representatives of this department, the developers' architects and the Illinois Central Railroad.

Larry Reich, assistant commissioner of planning and research, is committee chairman. He is also directing the department's planning studies of the area.

At their first meeting, members of the Planning Committee reached agreement on the principle of an integrated site plan. Among the subjects discussed were developing Chicago Park District property, providing access to it, and planning streets and highways in the area.

The department staff is also working with the Bureau of Street Traffic in studying such transportation considerations as relocating the Outer Drive and extending Wacker and Columbus drives.

Planning Committee members will discuss these questions and review preliminary sketches for an over-all plan at their next meeting.

The Utility Committee consists of representatives of the public agencies and private companies which would provide utilities in the area, the developers, and the city departments of water and sewers, public works and sanitation. Richard A. Pavia, director of the department's capital improvements program division, is chairman.

At this committee's first meeting, the possibility of acquiring a common easement for installing public utilities and city services was discussed.

The City of Chicago is now negotiating for acquisition of an easement along Beaubien Court, South Water Street and Field Drive. Sub-easements will be allocated to the utilities concerned.

This railroad air rights area is one of the most advantageous sites still available in any American city. It is of utmost importance that it be developed in the orderly and harmonious manner which can benefit the entire city.

The cooperation extended by the various agencies and companies involved in the area indicates that this objective can be achieved.

Ira J. Bach

BACH ADDRESSES REGIONAL GROUP

Commissioner Ira J. Bach spoke on Chicago's planning program at the November 29 seminar on metropolitan area development at the University of Chicago Downtown Center. He discussed the effects of Chicago planning policies upon the total region.

C. J. CAMPBELL ADDRESSES PLANNERS AT CONFERENCE

Deputy Commissioner Clifford J. Campbell called for a coordinated effort by physical and social planners to improve the total environment in low-income urban areas, at the annual conference of the American Institute of Planners in November.

He stated that the city faces its most urgent problems in areas inhabited primarily by low-income recent migrants.

"A new approach for confronting the total spectrum of physical, social and economic problems must be developed," he said. "This approach must be supported by public agencies, which can make long-term commitments and which can relate the community program to city-wide needs."

Mayor Richard J. Daley supports closer coordination of physical and social planning in Chicago, Campbell said. With his direction, the department has taken a leading role in establishing an inter-agency committee to study and develop programs for special problem areas.

Members of this committee include the chief executive officers of this department, the Welfare Council of Metropolitan Chicago, Cook County Department of Public Aid, Commission on Youth Welfare, Commission on Human Relations, Department of Health, Board of Education, Chicago Park District and Chicago Police Department.

Among the types of action being considered for areas with severe social, economic and physical problems are intensified programs of sanitation, law enforcement, public improvements, vocational training, and a comprehensive housing program making use of all existing legislation with a minimum of clearance.

Campbell criticized both physical and social planners for their tendency to see only a limited part of the total problem of poverty, ignorance and injustice.

However, he stated that urban renewal has assisted American cities in making real progress against blight.

He pointed out that most major cities in the United States experienced a significant improvement in housing quality between 1950 and 1960, according to the Bureau of the Census. In Chicago, total substandard units dropped from 23 per cent in 1950 to 14 per cent in 1960.

Campbell was a participant in a panel entitled "Social Goals of the City" at the conference. Calvin S. Hamilton, executive director of the Pittsburgh Department of City Planning, was panel chairman.

DEPARTMENT OF CITY PLANNING

City of Chicago

Ira. J. Bach
Commissioner of City Planning



Clifford J. Campbell
Deputy Commissioner of City Planning

Hon. Richard J. Daley
Mayor

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BUILDING PLANS ANNOUNCED AT WEST CENTRAL MEETING

Plans for developing air rights over the Union Station tracks were announced by real estate developer Erwin S. Wolfson at the annual meeting of the West Central Association in November.

The first stage will be an 18-story \$20 million office building in the block between Monroe and Adams, just west of the Chicago River. About half of this block will be used for a landscaped plaza. Construction is scheduled to start in 1962.

A transportation center between Monroe and Madison would be the second stage. It would contain an airline bus terminal, airline ticket offices, parking and a heliport.

The 1958 Development Plan for

the Central Area of Chicago called for a transportation center in this location, adjoined by commercial buildings on railroad air rights.

However, Commissioner Ira J. Bach said at the meeting that an ordinance banning airport buses from downtown streets would be required before the transportation center would be feasible. Bach is now discussing such an ordinance with Mayor Richard J. Daley.

No plans have been made yet for the third parcel, between Jackson and Van Buren, Wolfson said.

In the first stage of development, a concourse extending through the building from the plaza will be lined with shops. A restaurant will overlook the river.

PLAN COMMISSION HEARS REPORTS

Commissioner Ira J. Bach reported on the department's planning programs for Englewood and the Illinois Central Railroad air rights at the Chicago Plan Commission's November meeting.

The Englewood Conservation Plan will be submitted to the Plan Commission for review after official action by the Community Conservation Board, Bach said.

He reported on the department's preliminary proposals for the community.

At the commission's October meeting, Chairman John L. McCaffrey requested the department to study the two railroad air rights proposals and to work toward an over-all plan for the area.